

**IndyGo Purple Rapid Transit Line**  
**Indianapolis, Indiana**  
**Small Starts Project Development**  
**(Rating Assigned April 2021)**

<b>Summary Description</b>	
<b>Proposed Project:</b>	Bus Rapid Transit 15.2 Miles, 31 Stations
<b>Total Capital Cost (\$YOE):</b>	\$161.95 Million <small>(Includes \$3.6 million in finance charges)</small>
<b>Section 5309 CIG Share (\$YOE):</b>	\$80.98 Million (50.0%)
<b>Annual Operating Cost (opening year 2024):</b>	\$9.50 Million
<b>Current Year Ridership Forecast (2020):</b>	3,700 Daily Linked Trips 1,094,500 Annual Linked Trips
<b>Horizon Year Ridership Forecast (2040):</b>	3,900 Daily Linked Trips 1,167,400 Annual Linked Trips
<b>Overall Project Rating:</b>	Medium-High
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	High

**Project Description:** The Indianapolis Public Transportation Corporation (IndyGo) proposes to implement bus rapid transit (BRT) between downtown Indianapolis and the City of Lawrence. The Project includes the construction of 9.9 miles of new exclusive bus lanes, 18 new stations, transit signal priority, and the purchase of 15 60-foot electric buses. The service plan for the Purple Line also includes operation along a 5.3-mile, 13 station portion of the existing Red Line BRT. The service is planned to operate 20 hours per weekday, with buses every 10 minutes during daytime hours and every 20 minutes during evenings. Weekend service is planned to operate 19 hours on Saturdays and 16 hours on Sundays, with buses every 20 minutes.

**Project Purpose:** The Project provides a transit option along corridors in downtown Indianapolis and the City of Lawrence with some of the highest concentrations of population density and low-income and zero-car households in Central Indiana. The project is intended to provide more frequent and reliable transit service, and improve access to jobs and services in downtown Indianapolis and planned mixed-use redevelopment in the City of Lawrence.

**Project Development History, Status and Next Steps:** IndyGo selected the locally preferred alternative in February 2015. The Project entered Small Starts Project Development in June 2017, and was adopted into the region’s fiscally constrained long range transportation plan in December 2017. IndyGo completed the environmental review process with a documented Categorical Exclusion from FTA in February 2019. Due to changes made to the alignment, an environmental re-evaluation was conducted and an updated Categorical Exclusion approved by FTA in November 2020. IndyGo anticipates receipt of a Small Starts Grant Agreement in June 2021, and the start of revenue service in July 2024.

**Significant Changes Since Last Evaluation (November 2019):** In January 2020, IndyGo changed the alignment south of 18th Street resulting in a change from construction of 14.8 miles and 23 stations to construction of 9.9 miles of a new dedicated bus lane and 18 stations plus sharing of 5.3-miles and 13 stations with the existing Red Line BRT project. Due to changes

made to the alignment, the Project cost increased from \$155 million to \$162 million. IndyGo also requested to increase CIG share amount from \$77.5 million to \$81 million, keeping the CIG share to 50-percent.

<b>Locally Proposed Financial Plan</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funds (\$million)</u></b>	<b><u>Percent of Total</u></b>
<b>Federal:</b>		
Section 5309 CIG	\$80.98	50.0%
Section 5307 Urbanized Area Formula Program	\$20.33	12.6%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	\$1.60	1.0%
<b>Local:</b>		
IndyGo Income Tax Revenues and Bonds	\$57.84	35.7%
Indianapolis Department of Public Works General Funds	\$1.20	0.7%
<b>Total:</b>	<b>\$161.95</b>	<b>100.0%</b>

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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***LAND USE RATING: Medium***

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- The population density in station areas is about 3,600 persons per square mile, corresponding to a Medium-Low rating by FTA benchmarks. Total employment served is about 136,500 jobs, corresponding to a Medium rating. The average daily parking cost in the central business district exceeds \$16, corresponding to a High rating. The ratio of station area to county LBAR housing is 3.27, corresponding to a High rating.
- Land use along the segment of the project serving the new Purple Line stations is characterized by auto-oriented commercial thoroughfares with low-density residential uses in adjacent areas. The Indiana State Fairgrounds are located on the western end and a developing mixed-use neighborhood in the City of Lawrence is located in the east.
- Most station areas have a well-connected pedestrian network, but main streets have high traffic speeds and long or no pedestrian crossings.

***ECONOMIC DEVELOPMENT RATING: Medium-Low***

**Transit-Supportive Plans and Policies: Medium-Low**

- *Transit-Supportive Corridor Policies:* Marion County adopted transit-supportive plans and policies that encourage transit-oriented development (TOD) along specific corridors. Additional small-area plans encourage walkable neighborhoods but at low to medium residential densities.
- *Supportive Zoning Regulations Near Transit Stations:* Station areas are not currently zoned to support TOD. However, the zoning ordinance has been amended to include transit-supportive mixed-use designations that may be applied to station areas in the future. Indianapolis is considering a more comprehensive TOD overlay district that would provide density bonuses and reduce parking requirements in the project corridor.
- *Tools to Implement Land Use Policies:* Marion County conducted significant public and developer outreach during comprehensive and strategic planning processes and focused on TOD. Outside of a tax-increment financing district in the City of Lawrence, there are no regulatory or financial incentives to promote transit-supportive development in the corridor.

**Performance and Impacts of Policies: Medium-Low**

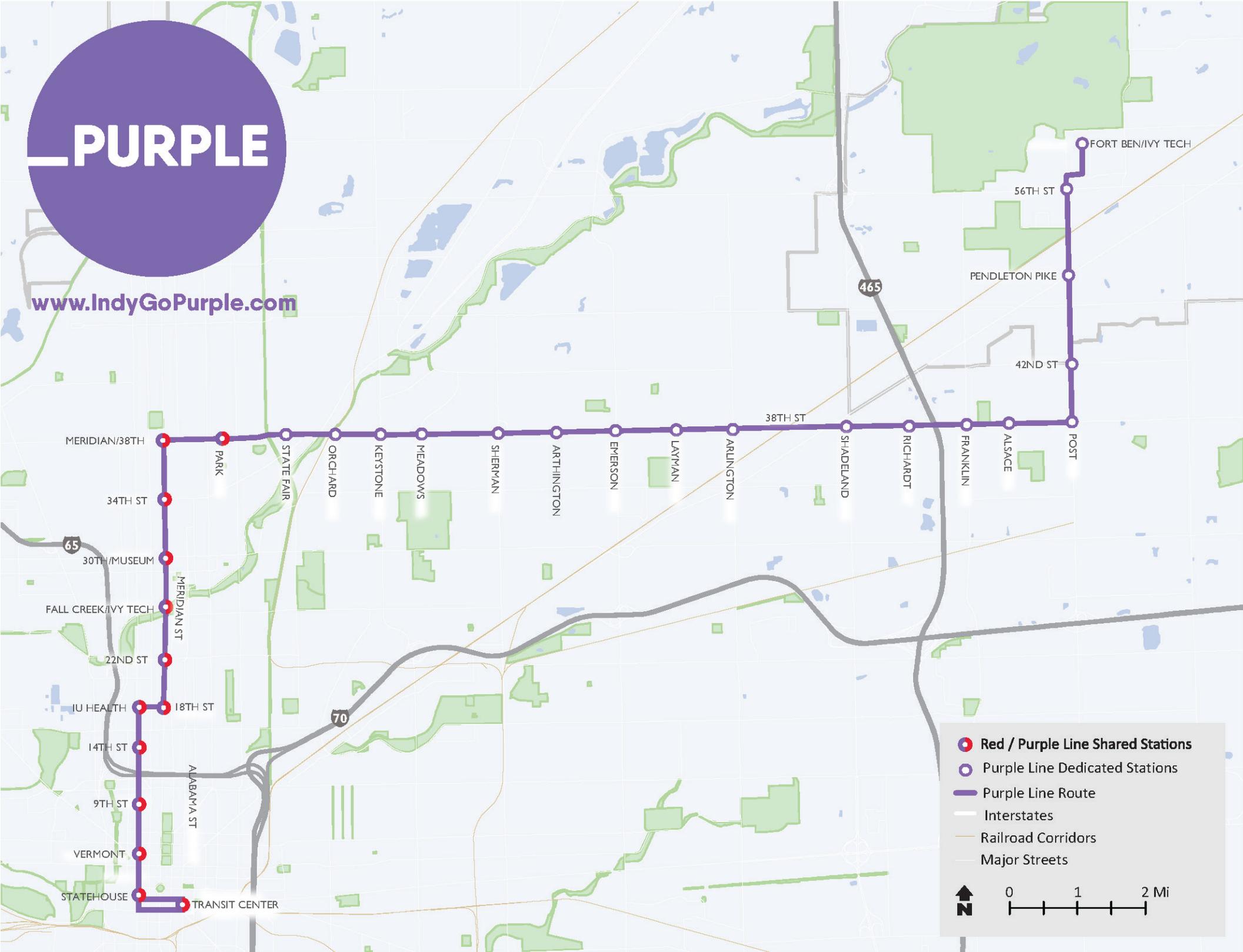
- *Performance of Land Use Policies:* IndyGo did not provide information on developments affected by transit-supportive policies. The developing mixed-use neighborhood on the east end of the corridor, Lawrence Village at the Fort, plans to be transit supportive.
- *Potential Impact of Transit Investment on Regional Land Use:* There is some land available for redevelopment, but current zoning in the corridor does not encourage redevelopment at transit-supportive densities.

**Tools to Maintain or Increase Share of Affordable Housing: Medium-Low**

- IndyGo did not provide documentation of affordable housing need or supply in the corridor.
- There are some local programs and incentives to preserve or increase affordable housing in the corridor such as the Indianapolis Housing Trust Fund and Indianapolis Neighborhood Housing Partnership loans and financing for home repair, abandoned housing reclamation, and affordable housing construction. The Equitable Transit Oriented Development program targets affordable housing preservation and construction in transit station areas. Most developer activity in the corridor has been in the form of repairs to existing affordable housing units.

# PURPLE

[www.IndyGoPurple.com](http://www.IndyGoPurple.com)



- Red / Purple Line Shared Stations
- Purple Line Dedicated Stations
- Purple Line Route
- Interstates
- Railroad Corridors
- Major Streets

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